



MINUTES

TIME-21 Transportation Funding Study Committee

October 17, 2007

First Meeting

MEMBERS PRESENT:

Senator Thomas Rielly, Co-chairperson
Senator John Putney
Senator Pat Ward
Senator Steve Warnstadt

Representative Geri Huser, Co-chairperson
Representative Jim Lykam
Representative Rod Roberts
Representative David Tjepkes

MEETING IN BRIEF

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- I. Procedural Business
- II. Introductory Comments from the Director of the Department of Transportation
- III. Public Hearings Recap
- IV. Mr. Stuart Anderson, DOT
- V. Dr. Paul Hanley, Associate Professor, University of Iowa — Effects of Revenue Sources on Various Groups
- VI. Dr. Don Racheter, Public Interest Institute, Iowa Wesleyan College — Transportation Funding Sources
- VII. Public Comment and Committee Discussion
- VIII. Materials Filed With the Legislative Services Agency



TIME-21 Transportation Funding Study Committee

I. Procedural Business

Overview. The initial meeting of the TIME-21 Transportation Funding Study Committee was called to order at 8:35 a.m. on October 17, 2007, in Room 103 of the State Capitol in Des Moines. Temporary Co-chairpersons Rielly and Huser were elected permanent co-chairpersons of the Committee. The proposed rules for the Committee were unanimously adopted by a voice vote. Co-chairperson Huser restated the Committee's charge. Upon conclusion of the presentations and discussion by the Committee, the meeting was adjourned at 3:28 p.m.

Luncheon Recess. The Committee took a luncheon recess from 11:16 a.m. until 1:30 p.m.

Next Meeting. The next meeting of the Committee was scheduled for Monday, November 19, 2007, beginning at 9:00 a.m. in Room 103 of the State Capitol.

II. Introductory Comments from the Director of the Department of Transportation (DOT)

The DOT Director, Ms. Nancy Richardson, provided an overview of the history of Iowa's transportation funding situation as well as her view of what the future will hold. Director Richardson indicated that Iowa's transportation funding problem is part of a broader nationwide problem and stressed to the Committee that Iowa is at a critical point in transportation infrastructure. She conveyed four primary problems or items of concern to the Committee:

1. Iowa's Current Highway System. Iowa has over 114,000 miles of highways and over 25,000 bridges. These totals rank 12th and 5th nationally. However, Iowa is only ranked 29th in population and 25th in landmass. This disparity creates a large infrastructure to be financed by a relatively small population. Iowa's major growth in transportation infrastructure began in the 1940s and extended through the 1960s. According to Director Richardson, the current funding situation will serve as a stopgap for only so long in the maintenance of the existing system.

2. Level of Use of Iowa's Highway System. Over the past 20 years, the miles traveled on Iowa highways have increased every year but one. Commercial travel has seen faster growth than private vehicles. This increase has led not only to wear and tear on the roads but increased traffic congestion. Director Richardson believes that to address this problem, road structures not only need to be updated and changed, but the types of transportation constructed also need to be expanded.

3. Flattening Revenue Growth. Director Richardson described to the Committee how state, county, and municipal jurisdictions have seen a flattening revenue growth rate throughout the current revenue sources in recent years. The Road Use Tax Fund (RUTF) grew steadily during the 1990s at annual rates between 4 percent and 6 percent. Also during that time the General Assembly eliminated many diversions from RUTF. Since the year 2000, however, growth has tempered and has only been about 1 percent per year.

4. Increasing Costs. According to Director Richardson, increasing costs of highway construction and maintenance has been one of the primary reasons for the shortfall in



transportation funding. Typically, DOT saw inflation of about 5-6 percent per year. However, over the past couple of years a period of hyperinflation developed where costs were up nearly 30 percent. The increased costs have largely been attributable to fuel costs. Fuel costs have been driven by increased overseas demand and natural disasters such as Hurricane Katrina. At the present time, DOT is seeing inflation recede back to the prehyperinflationary levels.

Local Government Collaboration and Efforts. Director Richardson described the efforts of state, county, and municipal governments that have worked together within the RUTF system. The three jurisdictions have transferred 700 miles of state roads to the counties, and have shifted funding accordingly. Director Richardson believes this has made the use of RUTF money more efficient. Farm-to-market roads have been transferred to counties, allowing better oversight. Transfer of certain roads has also allowed counties to lower the service level on low-use roads, particularly those with little or no use. At the local level, a practice has begun of sharing county engineers and local staffing levels have either decreased or remained constant.

Department Cost-cutting. At DOT, 556 positions have been eliminated since 2000, facility garages have been reduced from 140 to 113, field engineering offices have been reduced by 12, and the size of DOT's fleet of vehicles has been reduced. The structure of DOT has been altered by lowering the number of divisions from seven to five, reducing the layers of management, and allowing decision making to be more decentralized. An important effort by DOT was "cross-training" workers. For example, workers who might have previously only been trained for warm weather activities would also be trained to operate snow plows in the winter. The DOT's reduction in workforce and facilities has saved \$35 million per year. Director Richardson described these past efforts as the "low-hanging fruit." However, DOT is now in need of moving toward larger savings projects and increased funding to achieve its goals.

Committee Discussion. Representative Tjepkes questioned Director Richardson about the hiring of Mr. Thomas Hart by the Department of Economic Development (DED) to study Iowa's infrastructure and whether this was an indication of another agency becoming involved in the DOT funding issue. Director Richardson informed the Committee that she would look into the role that Mr. Hart would have with DED. However, it was Director Richardson's impression that Mr. Hart would be looking at a broader range of issues than just Iowa's transportation infrastructure, including utilities, and that his analysis would be geared toward identifying needs of specific companies or industries.

III. Public Hearings Recap

Co-chairperson Rielly and Senator Putney provided an overview of the public meetings held across the state during the 2007 Legislative Session. Co-chairperson Rielly and Senator Larry Noble conducted nine public meetings throughout the state. Hearings were held in Johnston, Fort Dodge, Logan, Oskaloosa, Toledo, Clinton, Marion, and Waterloo. Each meeting was attended by approximately 50-60 people and included citizens, elected officials, local government representatives, and groups that have been created to address transportation issues. One such group was in attendance at the meeting, the Highway 30 Coalition. The meetings served as a way to get perspectives from citizens about the current uses of the transportation system in Iowa and



TIME-21 Transportation Funding Study Committee

what future needs will be. Co-chairperson Rielly provided a document to the Committee which details some of the various concerns and recommendations from each of the nine meetings.

Meeting attendees provided not only testimonials about Iowa's highway system and bridges, but also gave insight into topics such as how barge traffic on the Mississippi River creates a ripple effect throughout the transportation system and the potential need to make improvements to smaller airports to accommodate corporate jets. Most comments received during the meetings, however, involved local concerns. Attendees raised the possibility of expanding rail and light rail transportation as well as reducing truck traffic on the state's highways. While efficiency and functionality were focuses of the meetings, inquiries were made about what the state is doing or considering when it comes to aesthetics.

There was widespread support amongst attendees for the TIME-21 study recommendations and many resolutions were collected in support of the recommendations. Specific concerns raised during the meetings included an adjustment of the RUTF formula, the impact a fuel tax increase would have on small business and fixed-income citizens, raising pickup truck registration fees, the feasibility of tolling, and what additional revenue streams could be developed.

Co-chairperson Rielly stated that, above all, the universal theme of the meetings was the likelihood that the process of finding a solution would be bogged down by politics. Other attendees believed an increase in the fuel tax is inevitable and that the meetings were simply "cover" for the politicians. Co-chairperson Rielly urged that if a plan is developed by the Committee it should be taken back out to the citizens for comment.

Senator Putney attended the meeting in Toledo, Iowa. He described the meeting's attendees as a good cross section of the community. A common concern at this meeting was the possibility of raising pickup truck registration fees. Senator Putney expressed support for an increase in pickup truck registration fees; however, he urged a plan to grandfather existing owners into the new system to make the plan more palatable. Senator Putney also expressed a desire to have individuals, in addition to motor vehicle owners, contribute to the transportation funding problem, and suggested including bicyclists in potential funding mechanisms.

Senator Putney expressed concern about the potential for politics to interfere with achieving a solution and cited the cigarette tax increase as an example. Senator Putney also indicated concern with the public's reaction to increasing taxes or fees in light of other failed attempts to increase taxes like the Des Moines metropolitan area "Project Destiny."

Committee Discussion. Representative Roberts asked Co-chairperson Rielly about the types of attendees at the meetings. Co-chairperson Rielly indicated that the bulk of attendees were elected officials or county officials, but the attendees demonstrated concern not only for the roads and highways but for topics such as trail systems, disabled persons accessibility, and commuter rail. It was also apparent that awareness increased among the public following the bridge collapse in Minnesota earlier this year. Senator Putney indicated that conversations about additional revenue sources inevitably involved the requirement that the sources would be constitutionally restricted. Senator Putney also stated that attendees expressed support for increasing the pickup truck registration fees. Discussion among the Committee members also turned to the advisability of



taking incremental steps in establishing the TIME-21 funding as opposed to a proposal to fund the entire \$200 million per year immediately.

IV. Mr. Stuart Anderson, DOT

Mr. Anderson, Director of DOT's Office of Systems Planning, provided a brief overview of the resource binder created by DOT. Each Committee member received a copy of the resource binder. The full text of the binder is available in electronic format on the Committee's Internet Webpage. The resource binder contains 12 chapters that deal with various aspects related to Iowa's transportation system.

Chapter 1. This chapter includes a copy of the of the RUTF study that was submitted to the General Assembly on December 29, 2006. The report recommended and endorsed five actions: (1) create a TIME-21 Fund, (2) generate a minimum of \$200 million per year in new revenue for the TIME-21 Fund, (3) establish a 60 percent state, 20 percent county, and 20 percent city distribution formula for the TIME-21 Fund, (4) continue evaluation of alternative funding mechanisms, and (5) perform regular reevaluation of needs and revenues and report to the General Assembly.

Chapter 2. This chapter contains the text of 2007 Iowa Acts, ch. 200 (H.F. 932), which created the TIME-21 Fund and the Committee and provided for policy changes.

Chapter 3. This chapter provides a brief history of RUTF back to the 1920s, including descriptions of each change to the formula as well as historical fuel tax rates.

Chapter 4. This chapter contains four revenue estimates for FY 2007-2008. The four revenue estimates are: (1) based on current funding mechanisms, (2) TIME-21 funded at \$200 million, (3) TIME-21 funded at \$150 million, and (4) TIME-21 funded at \$125 million.

Chapter 5. This chapter contains a chart detailing RUTF revenue sources over the past 19 years. For each fiscal year, the amount generated from each source of revenue is listed. Chapter 5 also includes a chart detailing Iowa's fuel tax revenue for the past five years by fuel type and provides an analysis of revenues if gasoline and gasohol were taxed at 20 cents.

Chapter 6. This chapter contains charts and graphs analyzing the various funding sources used across the country and how much each funding source contributes to each state's share of highway revenue. A final chart provides the fuel tax rates for all 50 states and the District of Columbia. Mr. Anderson explained, however, that the fuel tax charts do not take into account other taxes imposed on the sale of fuel, such as sales tax.

Chapter 7. This chapter provides graphical and statistical breakdowns of surrounding states' highway revenues and revenue allocations from FY 2005-2006. Chapter 7 also lists trailer fees for Iowa and the surrounding states. The Committee discussed the current trailer fee rates in Iowa and questioned why a small 10-foot, personal-use trailer would have the same fee as a semi truck trailer. Presently, trailer fees in Iowa are a flat rate of \$10. However, DOT officials stated that semi trailer weight is also included in registration fees for the trucks themselves. Trailer fees in other states vary greatly and differ on how they are calculated.

Chapter 8. This chapter lists the civil penalties administered by DOT and also includes a table of the scheduled fines which are currently applicable in Iowa. The table provides a description of



TIME-21 Transportation Funding Study Committee

each offense, including its applicable Code section, the number of convicted offenders during FY 2006-2007, the fine imposed for each offense, and the estimated total amount of fines imposed. However, DOT stressed that the total amount of fines imposed does not mean that the entire amount was collected. Chapter 8 also includes a chart listing each of the nonscheduled fines and the number of offenders convicted of each during FY 2006-2007.

Chapter 9. This chapter provides analysis of two tolling scenarios. The first scenario proposes a tolling facility on U.S. Highway 20 in western Iowa. The scenario details the construction costs, toll plaza operating costs, and an assessment of revenues. It was the opinion of DOT that the tolling options for U.S. Highway 20 appear to be unprofitable based on projected traffic levels. The second scenario proposes tolling on Iowa's three river bridges, U.S. Highway 275 in Council Bluffs, I-74 in Davenport, and U.S. Highway 20 in Dubuque. According to the proposed projections, feasibility of bridge tolling is greater than tolling on U.S. Highway 20 in western Iowa. However, based on the projections, profitability is only seen when bridge construction costs are not included in the calculation. In either tolling scenario, very high traffic levels are needed to break even.

Chapter 10. This chapter is a summary by the National Conference of State Legislatures of the use of severance taxes across the country. Severance taxes are excise taxes on natural resources "severed" from the earth. In the majority of states with severance taxes, the taxes are applied to specific industries such as coal or iron mining and natural gas or oil production. Currently, Iowa is one of 11 states that does not impose any severance taxes. The most likely candidate for such a tax in Iowa would be ethanol. Several members of the Committee voiced disfavor for hampering the budding ethanol industry with a severance tax. In particular, Co-chairperson Huser viewed such a tax as counterproductive to the incentives being provided to ethanol production.

Chapter 11. This chapter is information about the San Bernardino Associated Governments (SANBAG). The SANBAG is the council of governments and transportation planning agency for San Bernardino County in California. The SANBAG administers a half-cent transportation sales tax approved by county voters in 1989. The SANBAG supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies. The SANBAG was provided as an example of what could be done in communities throughout Iowa.

Chapter 12. This chapter is a tabular summary of all the funding mechanisms proposed by DOT. Mr. Anderson discussed each of the potential funding mechanisms. The mechanisms were separated into two general categories. One category is the current RUTF revenue sources involving increases in fuel tax, use tax on motor vehicles, driver's license fees, registration fees, and other miscellaneous fees. The other category involves potential RUTF revenue sources including sales tax on fuel purchases, severance tax on exported ethanol, per-mile tax, transportation improvement districts with the authority to levy taxes, bond, privatization, tolling, and development impact fees. Each item in Chapter 12 has a description, an estimate of the amount of revenue that will be generated, advantages and disadvantages of the mechanism, whether the revenue generated from the mechanism would be constitutionally protected, and the item's most recent changes or amendments.



V. Dr. Paul Hanley, Associate Professor, University of Iowa — Effects of Revenue Sources on Various Groups

Dr. Hanley is an Associate Professor holding joint appointments in the Graduate Program in Urban and Regional Planning, Public Policy Center, and the Department of Civil and Environmental Engineering at the University of Iowa. Dr. Hanley is the Director of Transportation Research at the Public Policy Center and Associate Director of the Mid-American Transportation Center. Dr. Hanley's expertise is in the study of the relationships between transportation investments, land use change, and transportation demand.

According to Dr. Hanley, we are in the twilight of road financing, and while fuel taxes have a long twilight, it is unclear what will follow. Dr. Hanley used a handout to illustrate many of the impacts associated with the funding mechanisms being considered by the Committee. Vehicle fees, such as registration fees, would likely impact vehicle ownership (number of vehicles) and the types of vehicles a motorist might choose. Fuel fees would similarly impact vehicle types. However, fuel fee increases would also impact whether a traveler shifts to another mode of transportation, whether a traveler alters their ultimate destination, or whether they take fewer trips overall.

Dr. Hanley described some of the research being conducted on transportation funding issues. At the Public Policy Center, testing is currently underway to determine the feasibility of mileage fees. This technology of assessing fees based on the number of miles driven is years away from practical application. The Public Policy Center has also conducted several focus groups with cross sections of the general public. The focus groups tended to overestimate the amount of fuel taxes a person pays in a year. On average a person pays \$500 per year in state and federal fuel taxes. Considering only the state fuel tax, the average amount per year per vehicle varies from a low of \$62 to a high of \$227. Under Iowa's current fuel tax rate of \$0.207, the average driver pays \$99 in state fuel tax. Dr. Hanley analyzed a hypothetical \$0.03 fuel tax increase and found that it would cost the average driver approximately \$14 more per year.

According to Dr. Hanley, individuals will adjust to a fuel tax increase by placing new values on different types of driving trips. Dr. Hanley provided a hypothetical as to which trips would remain high value and which would be devalued. Trips associated with socializing, dining out, impulse shopping, and recreation fell at the lower end of the valuation spectrum. Dr. Hanley estimates that miles driven will decrease by 0.034 percent to 0.077 percent for each 1 percent increase in gas prices. This reduction would be one-tenth of what was experienced during the gas shortages of the 1970s and 1980s. Over the long run, Dr. Hanley estimates that miles driven and gallons used would decrease by 0.3 percent to 0.5 percent.

According to past research, the fuel tax is a regressive tax. However, the trend in the current literature is to look at individual income groups. Using national level data, Dr. Hanley found that for low-income groups the fuel tax can be a progressive tax, but it is regressive when viewed from the middle- and high-income levels. In comparison, registration fees are a progressive tax when based on value of the vehicle. Dr. Hanley was encouraged to hear about the Committee's consideration of the pickup truck registration fees and believes that the present system is inherently unfair.



TIME-21 Transportation Funding Study Committee

Committee Discussion. Representative Tjepkes noted that Iowa has more registered vehicles than it has people, and for some 250,000-300,000 vehicles in Iowa the registration fees are \$28 or less. Representative Tjepkes asked Dr. Hanley whether there are any studies which analyze the environmental impacts of older vehicles and whether any other states or countries have reversed the registration process for older vehicles by imposing a higher fee for older, less environmentally friendly vehicles. Dr. Hanley indicated that those types of studies do exist and that he would be willing to direct the Committee to them. Additionally, Dr. Hanley stated that other countries have in fact taken the approach of imposing higher fees for older vehicles, and described it as an "environmental tax."

Representative Roberts inquired about the availability of data concerning the impact previous fuel tax increases had on use. Representative Roberts acknowledged that today's prices are higher and more volatile, but believed such information would be helpful in understanding the impact of future increases.

VI. Dr. Don Racheter, Public Interest Institute, Iowa Wesleyan College — Transportation Funding Sources

Dr. Racheter appeared before the Committee as an individual and not as the representative of an organization or group. Dr. Racheter spoke to the Committee about transportation funding mechanisms and expressed support for market-based solutions whenever possible. He also stated that the best mechanisms are those involving user fees. Mechanisms like tolling, public-private partnerships, and mileage fees would provide the best user fee relationship. At some point in the future, Dr. Racheter believes the mileage fee system will be feasible through a global positioning system (GPS) or transmitter system. Until electronic monitoring or mileage fee systems are implemented, tolling provides the closest alternative in the short-term. Surrounding states have reduced the operating costs of tolling systems with electronic passes, such as E-Z Pass.

In response to the Committee's discussion of pickup truck registration fees, Dr. Racheter urged the Committee to deal with farmers and other groups on a case-by-case basis, rather than a blanket exemption or reduced fees for certain vehicles or pickup trucks. Dr. Racheter suggested using income tax forms to identify job descriptions, such as farmers. Dr. Racheter also explained that registration and license fees are not proportional taxes and have less of a relationship to how much the highway system is being used than other funding mechanisms. Dr. Racheter believes that increasing registration and license fees would discourage both new vehicle purchases and out-of-state persons from relocating to Iowa. As for the registration fee formula, Dr. Racheter advocated a departure from the weight/value system.

Dr. Racheter also briefly addressed some of the other funding sources set forth in the DOT's resource binder. He cautioned against using bonding as a way to generate revenue because of the long-term cost to the state by paying large amounts of interest. Dr. Racheter also commented that despite other states imposing sales tax on fuel purchases, such a system would be difficult to manage and DOT budgeting may become a problem because of the instability of fuel prices.

Dr. Racheter also supports an eventual phase out of the federal fuel tax rate with a corresponding increase in state fuel tax rates. He believes this would ultimately lower overhead costs associated



with the operation of the United States Department of Transportation and would reduce the number of winners and losers when funds are redistributed to the states. Earmarks at the federal level would also be reduced and eliminate those which are not truly transportation related.

VII. Public Comment and Committee Discussion

Highway 30 Commission. Mr. David Rose of Clinton, Iowa, a member of the Highway 30 Commission, voiced his support for the Committee's work. Mr. Rose believes that the TIME-21 Fund should be funded at no less than \$200 million. Funding of \$50 million will not meet the needs of the system or create the growth needed. Mr. Rose stated that for every \$1 billion spent on transportation infrastructure, 39,000 permanent jobs will be created. Mr. Rose also stated that an investment in infrastructure will keep residents in Iowa.

Iowa Motor Truck Association. Mr. Scott Weiser, of the Iowa Motor Truck Association, also spoke to the Committee and distributed a position paper. Mr. Weiser advocated for a broad range of funding sources to reach the \$200 million goal. Mr. Weiser also expressed the perception by his organization that diesel engines are losing efficiency while other vehicles are gaining fuel efficiency. He also conveyed the Iowa Motor Truck Association's long-standing opposition to tolling and bonding.

Iowa Farm Bureau. Mr. Joe Johnson from Iowa Farm Bureau provided brief comments to the Committee. Iowa Farm Bureau opposes changes to the pickup truck registration fees for farmers and business owners. However, Iowa Farm Bureau is willing to support an increase in fuel tax rates to fund transportation infrastructure. Senator Putney asked Mr. Johnson how he would propose to define a "farm truck." Mr. Johnson suggested utilizing existing designations on Schedule F tax forms.

Committee Discussion. The Committee discussed five issues and questions during its afternoon session.

1. How much money should be devoted annually to the TIME-21 Fund?

Representative Tjepkes told the Committee that he supports the \$200 million funding level because following the recommendation of the study makes more sense than arbitrarily picking an amount. All members of the Committee expressed support for funding at the \$200 million level and a desire to have feedback from Governor Chester Culver as to what funding options might be "off the table."

After establishing a consensus among the Committee members regarding the level of funding, Senator Warnstadt posed the question of how quickly the funding should reach the \$200 million level. When posed by Co-chairperson Huser, no member raised objection to trying to reach the \$200 million level within three years.

2. What sources of funding should be used? Members of the Committee questioned how the \$200 million level could be reached without some increase in the fuel tax. Representative Tjepkes looked to the fuel tax as bringing about fairness in generating revenue because it allocates the costs to those who are utilizing the roads. Additionally, the cost would be allocated to out-of-state drivers. The Committee expressed interest in what



TIME-21 Transportation Funding Study Committee

other states might be doing in the near future with respect to fuel taxes, particularly Minnesota, Missouri, and Illinois.

The Committee agreed that not every funding mechanism in the DOT's resource binder would be needed to achieve their funding goals. Some Committee members stated that they would have a hard time supporting tolling, a severance tax, or bonding to reach the \$200 million funding goal. The Committee eventually reviewed each revenue source listed under Chapter 12 of the DOT's resource binder. Most of the items listed were retained for further consideration by the Committee and following receipt of feedback from Governor Culver. The funding sources that were removed from the Committee's consideration include: sales tax on fuel, severance tax on ethanol, mileage fees, bonding, and tolling except for the possibility of tolling on Iowa's three river bridges.

Considerable time was spent discussing pickup truck registration fees. One issue in implementing a change to the fees is whether or not to allow current pickup truck owners to maintain the existing fee structure and to apply the change to newly acquired trucks. Senator Putney believed that grandfathering in those owners would prevent generating meaningful revenues for several years. Revenue projections by DOT are based on the current number of registered vehicles and assume a minimum registration fee of \$35.

The Committee also discussed registration fees as a whole, rather than just pickup truck registration fees. In particular, DOT was asked how much revenue will be generated by simply raising the minimum registration fee from \$35 to \$50. According to DOT, if all vehicles are subject to the changed fees, approximately \$29 million a year would be generated. The current registration fee formula for other vehicles is based 98 percent on the value component of the vehicle and 2 percent on the weight component of the vehicle. The DOT stated that such a system allows the revenue stream to keep up with revenue needs.

Other DOT recommendations that stimulated Committee discussion were development impact fees, public-private partnerships, design-build request for proposals and transportation improvement districts (TIDs). The TIDs shift control responsibilities for funding to local authorities. Several Committee members stated that development impact fees might be viewed as counterproductive to other attempts to lure businesses to the state. The Committee reviewed these recommendations only briefly because they were considered to be business practice methods more than revenue generating sources.

3. Does the General Assembly need to address constitutional protection of revenue sources? According to Co-chairperson Huser, a formal letter has been sent to the Attorney General's Office requesting an analysis of what funding sources are constitutionally protected under the Constitution's current language. The Committee agreed to wait for the formal response from the Attorney General's Office before discussing constitutional protection options. The Committee expressed support for a funding proposal that would only include revenue sources that are constitutionally protected.

4. Letter requesting feedback from Governor Culver. The Committee expressed support for a formal letter to Governor Culver. The Committee requested that the letter be drafted by Legislative Services Agency staff. The letter will request a list of funding items



that will not be considered by the Governor so those items can be removed from the Committee's consideration. The letter will require a response from the Governor by November 9, 2007.

5. Dates and agenda for the next meeting. The Committee listed several items for consideration at the next meeting. These items include attendance by a representative from the Department of Revenue, further discussion about how to constitutionally protect all moneys deposited in the TIME-21 Fund, review of Governor Culver's response to the Committee's letter, and formulation of a proposal for introduction during the next legislative session.

VIII. Materials Filed With the Legislative Services Agency

The following materials listed were distributed at or in connection with the meeting and are filed with the Legislative Services Agency. The materials may be accessed from the <Additional Information> link on the Committee's Internet Webpage:

<http://www.legis.state.ia.us/aspx/Committees/Committee.aspx?id=210>.

1. Dr. Paul Hanley, Associate Professor, University of Iowa.
2. Improving Efficiency and Equity in Transportation Finance, Co-chairperson Huser.
3. Public Hearing Recap, Co-chairperson Rielly and Senator Putney.
4. Scott Weiser, Iowa Motor Truck Association.
5. TIME-21 Resource Binder October 5, 2007.